

## **Traffic Control Signals - Kennedy Road, at a point 140 metres north of Dancy Avenue**

**Date:** March 17, 2026

**To:** Scarborough Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 22, Scarborough-Agincourt

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates a transit service on Kennedy Road, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic control signals on Kennedy Road at a point 140 metres north of Dancy Avenue and to remove the existing pedestrian refuge island (PRI) on Kennedy Road, approximately 50 metres north of Dancy Avenue. The traffic control signals will provide enhanced safety for all road users and is justified based on the assessment undertaken.

There are several factors for the proposed recommendations:

- PRI's do not provide right-of-way for pedestrians and are not considered an enhanced form of pedestrian crossing protection.
- The heavy traffic on the five-lane cross-section of Kennedy Road poses potential safety concerns for pedestrians crossing at the PRI to access the TTC bus shelters located on both sides of Kennedy Road in the vicinity of the PRI.
- The distance between the nearest protected pedestrian crossings (traffic control signals) on Kennedy Road is approximately 790 metres.

Additionally, staff recommend relocating the existing TTC bus stops and shelters on Kennedy Road to new locations, adjacent to the proposed traffic control signals. This work would be undertaken in conjunction with the installation of the traffic control signals and the removal of the PRI.

The above recommendations will provide improved accessibility and a safer and more convenient crossing of Kennedy Road pedestrians, including TTC passengers.

## **RECOMMENDATIONS**

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The Director, Enforcement and Street Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals on Kennedy Road at a point 140 metres north of Dancy Avenue.
2. Subject to the approval of Recommendation 1 above and in conjunction with the installation of traffic control signals on Kennedy Road at a point 140 metres north of Dancy Avenue, City Council authorize the removal of the existing pedestrian refuge island on Kennedy Road, approximately 50 metres north of Dancy Avenue.

## **FINANCIAL IMPACT**

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The estimated cost to install traffic control signals on Kennedy Road at a point 140 metres north of Dancy Avenue, remove the PRI located approximately 50 metres north of Dancy Avenue, relocate TTC bus shelters on both sides of Kennedy Road north of Dancy Avenue, and complete all associated works, is \$250,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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As part of Transportation Services' City-wide review of existing pedestrian refuge islands (PRI), and in response to a public request received through 311 to investigate the feasibility of installing traffic control signals at Kennedy Road and Dancy Avenue, Transportation Services conducted an assessment to evaluate the potential removal of the pedestrian refuge island located on Kennedy Road, approximately 50 metres north of Dancy Avenue, and the installation of the traffic control signals in the vicinity of the subject PRI.

The primary function of the PRI on Kennedy Road, approximately 50 metres north of Dancy Avenue, is to provide crossing protection for TTC patrons, as TTC bus shelters are located on both sides of Kennedy Road in the vicinity of the PRI. Therefore, with the installation of new traffic control signals on Kennedy Road approximately 140 metres north of Dancy Avenue, and relocation of the TTC bus shelters to the vicinity of the new traffic control signals, the existing PRI would become redundant.

## Existing Conditions

Kennedy Road is characterized by the following conditions:

- It is a five-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16 metres
- The daily two-way traffic volume is approximately 30,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 43, 43A, and 343 Kennedy bus
- There are sidewalks located on both sides of the street

Dancy Avenue is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 9 metres
- The daily two-way traffic volume is approximately 2,300 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

Kennedy Road and Dancy Avenue form a "T" type intersection. Dancy Avenue is stop-sign controlled while Kennedy Road is uncontrolled free-flow. There is an existing PRI located on Kennedy Road approximately 50 metres north of Dancy Avenue. Private driveways are located on the east side of the intersection, immediately north of Dancy Avenue.

The adjacent land use on the east side of Kennedy Road is mainly commercial-industrial, while the west side of Kennedy Road is primarily residential, consisting mainly of semi-detached dwellings. A commercial plaza is located at the southwest corner of the intersection.

The closest adjacent traffic controls are located approximately 160 metres to the south at Trojan Gate, in the form of traffic control signals, and approximately 650 metres to the north, just north of Finch Corridor Trail, in the form of mid-block traffic control signals.

A map of the area is included in Attachment 1.

## Traffic Control Signals

To determine the need for traffic control signals at the intersection of Kennedy Road and Dancy Avenue, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

As part of the investigation, staff conducted vehicle and pedestrian counts on April 23, 2025, at the Kennedy Road and Dancy Avenue intersection. The results of the counts and collision hazard are summarized in Table 1. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending February 1, 2026, disclosed one collision at the subject intersection that was potentially preventable by the installation of traffic control signals. This collision did not involve a pedestrian or cyclist.

Table 1: Warrant Compliance - Kennedy Road and Dancy Avenue

Justification	Compliance level
Minimum vehicular volume	26%
Delay to cross traffic (pedestrians and vehicles)	36%
Collision hazard	7%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results in Table 1, the installation of traffic control signals is not technically justified.

Notwithstanding the above, Transportation Services further considered installation of traffic control signals and removal of the subject PRI in this section of Kennedy Road for the following reasons:

- The long spacing (approximately 790 metres) between protected pedestrian crossings on Kennedy Road
- The presence of transit stops in both directions on Kennedy Road that attract pedestrians to cross the street
- PRI's do not provide right-of-way for pedestrians
- PRI's are not considered an enhanced form of pedestrian crossing protection

As noted, Transportation Services initially studied and considered the intersection of Kennedy Road and Dancy Avenue as the location for the traffic control signals. However, this option presents several technical challenges related to pedestrian crossings, including a number of existing driveways on the east side of Kennedy Road, insufficient space to relocate the existing TTC bus stop on the east side of Kennedy Road, as well as the proximity of the adjacent traffic control signals located approximately 160 metres south at Trojan Gate.

Given these constraints, Transportation Services identified an alternative and more technically feasible location approximately 140 metres north of Dancy Avenue. The proposed location will be more centrally located between the existing traffic control signals on Kennedy Road and will be adjacent to a pedestrian walkway on the east side of Kennedy Road, connecting to Revlis Crescent.

Based on the above, Transportation Services supports the installation of traffic control signals at Kennedy Road, 140 metres north of Dancy Avenue.

### **Consultation with TTC**

The TTC has been consulted and concurs with replacing the pedestrian refuge island on Kennedy Road, approximately 50 metres north of Dancy Avenue with traffic control signals at Kennedy Road, 140 metres north of Dancy Avenue. TTC also supports the relocation of the existing TTC bus shelters in the vicinity of the PRI to the new traffic control signals 140 metres north of Dancy Avenue. Relocating these TTC bus stops will improve pedestrian/customer safety by providing them with an enhanced protected pedestrian crossing.

### **Other Considerations**

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There is potential for increase in delays to transit service and to motorists on Kennedy Road as a result of the traffic control signal installation.
- Relocating the TTC bus shelters will require the removal of approximately three trees.

The Ward Councillor has been advised of the recommendations in this report.

### **CONTACT**

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### **SIGNATURE**

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Mike Barnet, P. Eng.  
Director, Enforcement and Street Management, Transportation Services

### **ATTACHMENTS**

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Attachment 1: Map - Traffic Control Signals - Kennedy Road, north of Dancy Avenue

Attachment 1: Map - Traffic Control Signals - Kennedy Road, north of Dancy Avenue

